



RAIL LIVE

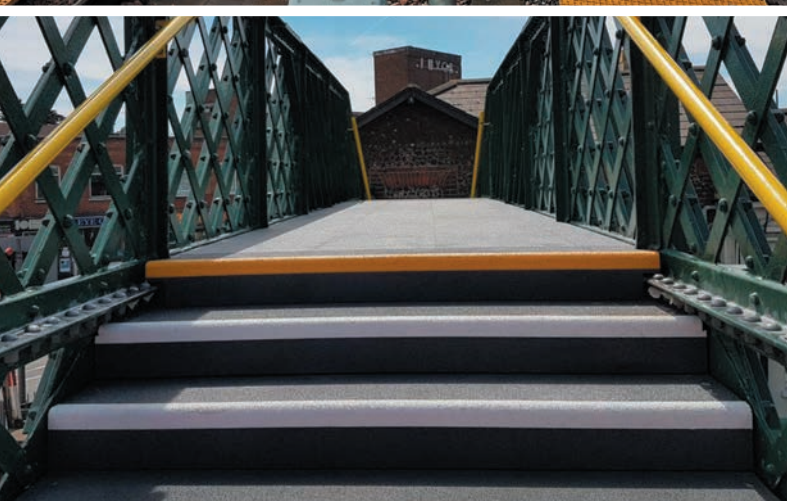
2022 Long Marston Rail Innovation Centre

The best of the UK's largest outdoor rail show



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Welcome

It's that time of year again, when preparations for the UK's largest outdoor rail show enter the final straight.

Returning to the Long Marston Rail Innovation Centre (Warwickshire) on June 22-23, Rail Live 2022 is shaping up to be bigger and better than ever before.

In this 48-page supplement, we also tell you how this year's show promises to be the greenest it has ever been, with a sustainability thread running throughout.

You'll also find details on the impressive availability of rail-based options to get to Rail Live 2022, including a shuttle service between Honeybourne and our very own on-site private platform, plus a charter service to and from Birmingham New Street.

Meanwhile, our in-depth preview feature (pages 4-9) provides a handy guide for all you need to know about what's on offer over the two days once you get there.

This includes a rich programme of seminars

and keynote speakers, plus a wide range of on-track features and demonstrations.

Visitors will also be particularly pleased to see the return by popular demand of Network Rail's Air Operations Team, plus firearms and protestor removal demonstrations from the British Transport Police.

Elsewhere, we preview some of the best products and innovations that will be on offer from more than 220 exhibitors representing all parts of the supply chain, as well as companies both large and small.

Rail Live 2022 is the biggest plant show of its kind, and the range of exhibitors and products listed in this guide demonstrate both the determination of the industry and its expertise to do the very best job it can.

If you work in the rail industry, then we hope to see you there!

PAUL STEPHEN
Acting Deputy Editor, RAIL

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See sustainability in a

Visitors to the Long Marston Rail Innovation Centre (Warwickshire) on June 22-23 will be attending what is on course to be “our greenest and most sustainable show over”.

As well as featuring some of the best carbon-saving products and innovations from the rail industry supply chain, both *RAIL* and our record 220+ exhibitors at this must-attend event are going even further to lower their own carbon footprints while on site.

This includes the provision of an even wider range of rail-based options to reach Long Marston, featuring (for the first time) direct services from the centre of Birmingham.

Meanwhile, an hourly shuttle service will also operate direct from Honeybourne, using

RAIL previews some of the highlights from what’s on offer at this year’s bigger, better and even greener show

Chiltern Railway’s battery-powered Class 168 HybridFLEX.

As well as providing a convenient and more environmentally sustainable alternative to using the car to reach Long Marston, the HybridFLEX will also demonstrate the growing potential of deploying lower or even zero-emission traction technologies - alongside a host of other rail vehicles on display at Rail Live, including the UK’s first full-size hydrogen train and a Class 769 bi-mode.

Away from rolling stock, this year’s show will also boast an impressive array of recycled and recyclable material - including a private platform made from glass reinforced plastics (GRP) and a live track engineering demonstration that utilises ballast, fittings and sleepers reclaimed from the network.

And in another first for Rail Live, there will be a clean supply of renewable energy generated by solar panels, to be used by Network Rail to power its whole working

Long Marston Rail Innovation Centre

Rolling stock owning company Porterbrook took over the management of LMRIC last June.

Formerly known as the Quinton Rail Technology Centre (QRTC), the 130-acre site in Warwickshire includes a two-mile-long circular test track and almost 12 miles of sidings for secure train storage.

It is linked to the national network via a two-mile branch line to Honeybourne.

Other companies to work at the centre include Porterbrook partners Chrysalis and the University of Birmingham.

Train manufacturer Vivarail was also based there prior to its relocation to a new site in Southam in 2019-20 - although it continues to store vehicles at Long Marston, comprising ex-London Underground D-Stock.

Since taking over the site, Porterbrook has invested some £3 million to modernise and enhance facilities - including the test track loop, access road surfaces, and high-quality office and conference spaces.

It is also investing in new warm storage facilities, and has upgraded sections of track for more reliable and robust rolling stock storage and testing.

Prior to its current use, the site was purchased by the Ministry of Defence in 1940 as a centre for military operations and as a central engineers’ depot. It was sold to St Modwen in 2004.

The branch line to Honeybourne is the surviving stub of a through route to Stratford-upon-Avon (itself part of the Great Western Railway’s main line between Birmingham-Cheltenham) that was closed following a derailment in 1976.

It is currently the subject of a reopening campaign that has received development funding from the Government’s Restoring your Railway scheme.



ction at Rail Live 2022

site and the NR Village.

Plus, as an outdoor show, visitors will continue to play their part by avoiding the increased emissions and energy usage that inevitably occur from attending alternative venues - for example, from air-conditioning and lighting.

"Hop on the HybridFLEX battery train, arrive at a sustainably-built platform, and head over on foot to the Network Rail Village powered by solar," says RAIL Managing Editor and Events Director Nigel Harris.

"This year's show promises to be the greenest it has ever been, with a sustainability thread running through out."

If you are a rail industry professional, then you can attend both days of Rail Live for free by registering at: raillive.org.uk ■



NR AIR OPS.

Rail Live Theatre



Wednesday June 22

1030-1100

Sergeant Chris Broadrick
British Transport Police specialist capabilities and protective security within the rail network.

1100-1130

Sergeant Rebecca Brown
BTP public protection and vulnerability command.

1145-1245

Christian Irwin, Project SPEED Leader
Embedding the learning from Project SPEED into business as usual.

1330-1430

Rob McIntosh, Network Rail's Eastern Region MD; and **Neil Robertson**, National Skills Academy for Rail Chief Executive
Productivity - what does it mean and why should I care?

1445-1530

Martin Frosbisher, NR Group Safety and Engineering Director; and **Helen Simpson**, Porterbrook Innovation and Projects Director
Delivering sustainability and value.

Thursday June 23

1030-1115

Clive Berrington, NR Group Commercial & Procurement Director; **Cameron Burns**, Regional Commercial Director, Southern; **Hannah Jarvis**, Sourcing Director Route Services and Procurement; and **Phil Bennett**, Commercial Director Route Services, Commercial and Procurement
Challenging times – better value.

1130-1200

Ian Prosser CBE, HM Chief Inspector of Railways
Health and safety on Britain's railways.

1215-1300

Rikke Carmichael, Head of NR Air Operations; **Clyde Murray**, Project Manager, Air Operations; **Sean Leahy**, National Aerial Survey Specialist; and **James Hall**, National Drone Manager
Aerial services for the future.

1330-1430

Sir Peter Henty CBE, NR Chairman
Delivering rail reform, GBR and a railway for the future.

1445-1530

Steve Chambers, NR Infrastructure Monitoring Programme Director; **Mark Hoptroff**, DG8 Director; and **Andrew Singewood**, Portebrook Director of Digital Technology
Raising the game for industry collaboration.



JACK BOSKETT/RAIL.

With thanks to our 2022 supporting organisations



Rail Live direct from Birmingham New Street and Honeybourne

Taking advantage of rail's sustainable travel credentials, we are delighted to be offering two rail options directly into Rail Live 2022's dedicated private platform at the Long Marston Rail Innovation Centre on June 22-23.

In a bold initiative between RAIL, Tyseley-based operator Vintage Trains and Network Rail, a direct service will operate from Birmingham New Street, where connections can be made via the West Coast Main Line from Manchester, Preston and further afield in the north, and from Milton Keynes, Watford Junction and London Euston in the south.

Due to pick up at Worcester, the daily trains will run (via the Lickey Incline) into the new private Rail Live platform on both days.

They are provisionally planned to arrive at Long Marston at around 1145, with return departures from the show for New Street each day at around 1645, arriving back in Birmingham at 1815. All times will be confirmed on the Rail Live website, subject to final main line pathing/New Street platform arrangements with Network Rail.

The locomotive-hauled trains will be top-and-tailed to simplify operations throughout and to eliminate 'run-rounds'. A Vintage Trains Class 20 will lead the train from New Street/Worcester and into Long Marston via the two-mile branch, which diverges from the Oxford-Worcester main line at Honeybourne.



ROBIN COOMES/VINTAGE TRAINS

To provide greater power for climbing the 1-in-37 Lickey Incline (Britain's steepest main line gradient) over the two miles from Bromsgrove to Blackwell on the return journey, the train will be hauled back to Tyseley via Worcester/New Street by 47773 *The Queen Mother* (above).

The nine-coach train will comprise three Pullman Cars, four Second Class open carriages (TSOs), one Brake Second Open (BSO), and one Brake First compartment (BFK).

Supplementary fares will be £20 return from New Street and £10 return from Worcester, with fares bookable in advance online (at vintagetrains.co.uk) or on the day by credit/debit card.

After all passengers have disembarked at Rail Live, the train will be stabled on-site as an exhibit, with opportunities for visitors to talk to VT staff and visit the Pullman cars.

"This is the only major exhibition to bring Britain's entire rail industry together and we are very keen to be a part of it," said Vintage Trains Chairman Michael Whitehouse.

Meanwhile, an hourly shuttle service from Honeybourne will also be in operation to Rail Live 2022, using Chiltern Railways' two-car Class 168 HybridFLEX (left).

Comprising ex-diesel multiple unit 168329, the HybridFLEX entered service on February 10 as Britain's first hybrid-powered train, following a four-year partnership between Porterbrook, Chiltern and Rolls-Royce.

It is fitted with a Rolls-Royce MTU hybrid drive which cuts noise emissions in stations and delivers zero emissions when operating under battery power.

The free hourly shuttle will be timed to connect with direct Great Western Railway services from London Paddington, Slough, Reading, Oxford, Worcestershire Parkway and Great Malvern.



CHILTERN RAILWAYS

BTP firearms and drone demonstrations

The British Transport Police has a large presence again at Rail Live this year, to give an insight into some of its specialist capabilities and demonstrate how it provides support to passengers and the rail industry.

Armed officers will be on site to showcase their specialist equipment. They will stage two live demonstrations each day, to show the audience their range of skills.

The BTP **Drone team** will also be attending, to explain how their aerial

equipment is deployed to reduce disruption and tackle crime on the rail network. Drone pilots will provide a live demonstration.

The BTP's **Citizens in Policing** team will also be available to talk to visitors and offer an insider's view on becoming a Police Support Volunteer, a Cadet Leader or a Special Constable.

Meanwhile, officers from the **Public Protection and Vulnerable People** unit will discuss how the BTP is tackling violence

against women and girls on the network.

The **Harm Reduction Team** will also be highlighting how the BTP is developing joint working with other agencies to enhance its mental health provision and reduce the number of people in crisis present on the railway.

■ The BTP's dog handling teams were due to attend, but had to withdraw at a late stage due to logistical issues associated with policing the Birmingham Commonwealth Games.

LMRIC's new sustainable platform

Plura Innovations/Polydeck, in co-operation with partners ECSL and CSM Projects, are supplying a full glass reinforced plastics (GRP) 'Platform Zero' rail platform and ramp to Long Marston Rail Innovation Centre.

This is a permanent fixture, offering a predicated lifespan in excess of 100 years. It is located only a short walk from the main entrance to Rail Live 2022 and registration area.

All elements of Platform Zero are manufactured in the UK and incorporate a GRP substructure and a GRP POLYplatform twin-sore deck that includes GRIPfast surfacing, tactile strips and nosing. Drainage is built into the platform structure.

GRP is a highly sustainable material. Unlike the production of steel, the poltrusion process used to manufacture GRP releases minimal volatile compounds and uses around 75% less energy.

GRP is also long-lasting, reducing the need for replacement. It is also 100% recyclable.



PLURA INNOVATIONS.

New rolling stock

A key part of the Rail Live offering is the display of new and innovative rolling stock, enabling you to get up close and find out more about their important roles on the UK network.

Once again, we have an impressive range of on-track features at Rail Live 2022, with alternative, bi-mode, low-cost and low-carbon technologies all showcased.

Revolution VLR



The Revolution VLR (Very Light Rail) is an innovative project led by Eversholt, to provide a more cost-effective vehicle to enhance services on poorly served branch lines or to support reopenings under the Government's Restoring your Railway scheme.

It has been designed primarily for short routes where operating traditional heavy rail or tram solutions is uneconomic.

The demonstration vehicle combines technology from the automotive and rail sectors to produce a lightweight and energy-efficient vehicle that is straightforward to operate.

Swift



PAUL STEPHEN.

The Swift Express Freight concept involves the conversion by Eversholt and Gemini Rail Services of off-lease Class 321 electric multiple units to carry parcels and light freight.

Following the launch of a demonstration vehicle last summer, conversion of a further four '321s' began in late 2021 to remove seats and install new flooring and retention systems.

Toilets can also be removed, and GSM-R and OTM-R equipment relocated to provide extra capacity.

The project provides a cost-effective and high-speed way for freight operators to transport up to 12 tonnes of goods by rail into city centres or rail-linked warehousing facilities.

By encouraging modal shift to rail, it is hoped the Swift units will remove HGVs from towns and cities, thereby reducing congestion and carbon emissions.

Class 769 Orion

Rail Operations UK's Orion high-speed logistics brand has been designed to operate a fleet of Class 769 bi-mode multiple units, which are Class 319 dual-voltage EMUs converted to carry light freight and fitted with a diesel engine.

Orion will primarily focus on transporting parcels and light goods using a mixture of Porterbrook-owned Class 769 and '319' units. The concept was launched at London Euston in July 2021.



NETWORK RAIL.

Passenger-carrying variants of the '769' have also been ordered by train operating companies including Northern and Great Western Railway.

HydroFLEX



NIGEL HARRIS.

The UK's first full-size hydrogen fuel cell train is a partnership between Porterbrook and the University of Birmingham's Centre for Rail Research and Education.

Officially launched at Rail Live 2019, the HydroFLEX comprises a converted Class 319 electric multiple unit which retains its ability to draw power from either the 750DC third-rail or 25kV overhead wires. The team behind the project will be available to answer questions.

Network Rail to deliver live track engineering

An active worksite powered by solar energy will be the showpiece of what is set to be NR's largest ever presence at Rail Live.

Alongside the now-traditional Network Rail Village (based in Zone K), where clean energy will be generated and supplied to equipment by a battery feed linked to a solar panel array, a team led by NR's Wales and Western Region will be running a **live track engineering demonstration** throughout the two days of the show.

Two 100-metre sections of track will be lifted, ballast removed and replaced, and the track then replaced and tamped. The new ballast, fittings and sleepers are being provided by NR's Whitemoor Rail Recycling Centre, to demonstrate the environmental sustainability possible with such work.

The team will also be running the site without paperwork, by using app-based safety systems to give a higher level of safety, control and reporting.

Elsewhere, the **NR Air Operations Team** will also be present once again, with two helicopters fitted with state-of-the-art thermal and GSS cameras and remote sensing systems, and examples of its drone fleet. As well as speaking at the Rail Live Theatre, the team will be on site to show



NR AIR OPS.

visitors the aircraft, explain how they are used to inspect the railway, and answer questions.

NR's rail-based vehicles will include a recently acquired Class 153 unit, which is being used to monitor track condition and provide data to inform maintenance plans. Colleagues from **Supply Chain Operations** are also supplying a Rail Grinder and Mobile Maintenance Train (below) for display.

The MMTs are effectively a 'workshop on wheels' and make working on the railway quicker, safer and more efficient, as well as less disruptive for passengers and freight.

Further exhibits include NR's Autonomous Railhead Inspection Vehicle and a bird handler and station hawk (a specially trained bird of prey, such as a Harris Hawk, used to deter gulls and other pest birds without harm).

For the first time, the NR Village will also include representatives from the supplier management and procurement teams from across NR, who will be available to talk to current and potential future suppliers.

They will be showcasing a range of recent activity that drives innovation and better value across more than £2.2 billion worth of NR expenditure, and will be on hand to discuss topics including science-based targets, environmentally friendly PPE, and their work on enhanced supplier assurance and supplier risk.

Also, at Rail Live will be NR's **Business and Technical Services** team, including NR Training (which is planning to demonstrate its virtual reality training room) and the Asset Information Services team (which provides infrastructure monitoring services).

Members of the **Safety Task Force** will be present, with demonstrations of the latest technology designed to support safe working.

This includes the Sentinel secure database and smartcard technology (left) that is used to check an individual's sponsor, competence and medical validity before going trackside in near real time. With more than 100,000 users and 1,700 sponsor companies, it prevents unqualified people from working and causing danger on the network.

Demonstrations will also be made of an On-Track Plan Collision Avoidance System, also referred to as CAS.

Its visual and non-visual system is capable of detecting obstacles in the direction of travel via an exclusion radar and camera monitoring system, with associated audible cab alarm and warning lights. The system has now been further developed to incorporate an isolation limit control system which detects the isolation limits and prevents machines from going near live overhead line equipment.

Examples of NR's latest road fleet vehicles will also be on display.



NETWORK RAIL.

Hendy: NR staff can visit Rail Live "as part of their job"

A pledge from Network Rail Chairman Sir Peter Hendy CBE that NR staff can attend Rail Live on June 22-23 as part of their job, without the need to take annual leave, promises to boost attendance at this year's show.

In a personal video message distributed via NR's internal channels, he encouraged members of the rail industry's largest single workforce to use the show as a development opportunity and to widen their knowledge and understanding of the rail sector.

"I'm recommending that NR colleagues attend," said Hendy.

"Providing you're available and your line manager agrees, you can attend Rail Live as part of your regular working week. I hope to see you there. I shall be there speaking on June 23 - find out more on our Rail Live sharepoint site."



NETWORK RAIL.



NATIONAL RAIL AWARDS



2022

September 15
Grosvenor House Hotel
Park Lane, London



It's time to secure your place...

The National Rail Awards, organised by *RAIL* magazine, will be presented on **September 15** at the Grosvenor House Hotel, Park Lane, London. Regarded by many as the most important networking event in the rail industry's calendar, it is an evening dedicated to acknowledging exemplary performance, and an event that should not be missed.

This is your chance to meet the rail industry on one night, all under one roof. Book your places now by visiting www.nationalrailawards.com



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Register your interest in booking a table by contacting michaela.brock@bauermedia.co.uk or call **01733 395133**

For details of sponsorship packages contact **Sheryl Graham** at sheryl.graham@bauermedia.co.uk

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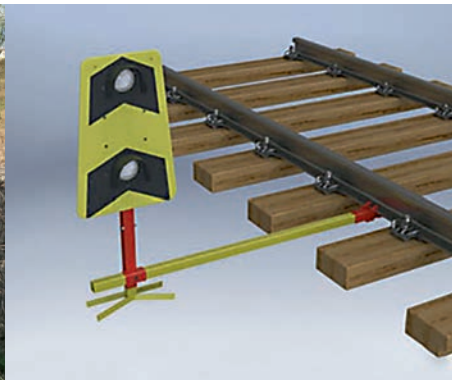
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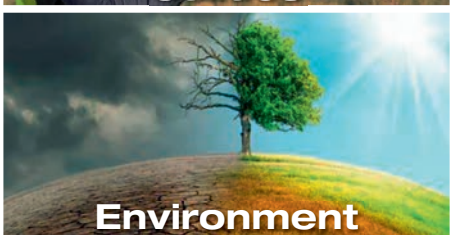
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Hardlock Nuts – a better solution for maintaining fishplates on jointed track

Staytite

The method by which the fishplate is fastened to the rail has been used since Victorian times, and regularly requires maintenance to check that the fasteners are torqued correctly, and that the joint is greased to ensure optimum operation. Regreasing necessitates the joint to be taken apart, which is a messy and time-consuming process. The fasteners are routinely discarded because their operability degrades after every

use. **However, there is a better solution...**

Once upgraded with the Hardlock Nut from Staytite and lubricants from Interflon Rail, maintenance service intervals can be dramatically reduced.

Combined with standard bolts and washers, the Hardlock Nut resists loosening by vibration, requiring less maintenance with the added benefit that they are reusable. Tested to fifty uses with no loss in performance! Hardlock can be fitted with a standard-type drill with a double-depth socket, thus eliminating the need to bring heavy petrol-



powered equipment to site.

Interflon Metal Clean degreaser from Interflon Rail is specially formulated to remove the black grease that was traditionally employed to lubricate fish plates. Once the upgrade process has been completed, the fishplate can be lubricated using Interflon Rail Lube EP. The advantage to using Interflon Rail Lube EP is that you do not have to take the joint apart for the lubricant to penetrate the joint. It can be applied by spray to the outside where it will infiltrate the joint by capillary action, thus saving in maintenance time.

Hardlock Nuts and Interflon can be supplied in bulk quantities or provided as a kit that is contained in an easy-to-use recyclable package.

If you would like a demonstration, visit us on stand B1 – right near the entrance.

Contact

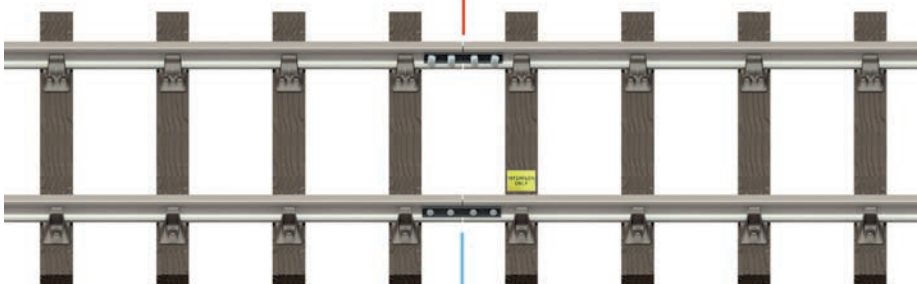
Michael Moore – Technical Sales Manager

- 07825 550532
- michael@staytite.com
- www.staytite.com



Current Method
9513-MMT033:

Open Joint
Clean
Grease
Re-assemble
Torque
20 Minutes



Hardlock/Interflon
(After Upgrade):

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30 Seconds



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For more information, come and speak to a member of our team at stand F10.



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Hardlock Nuts

Staytite

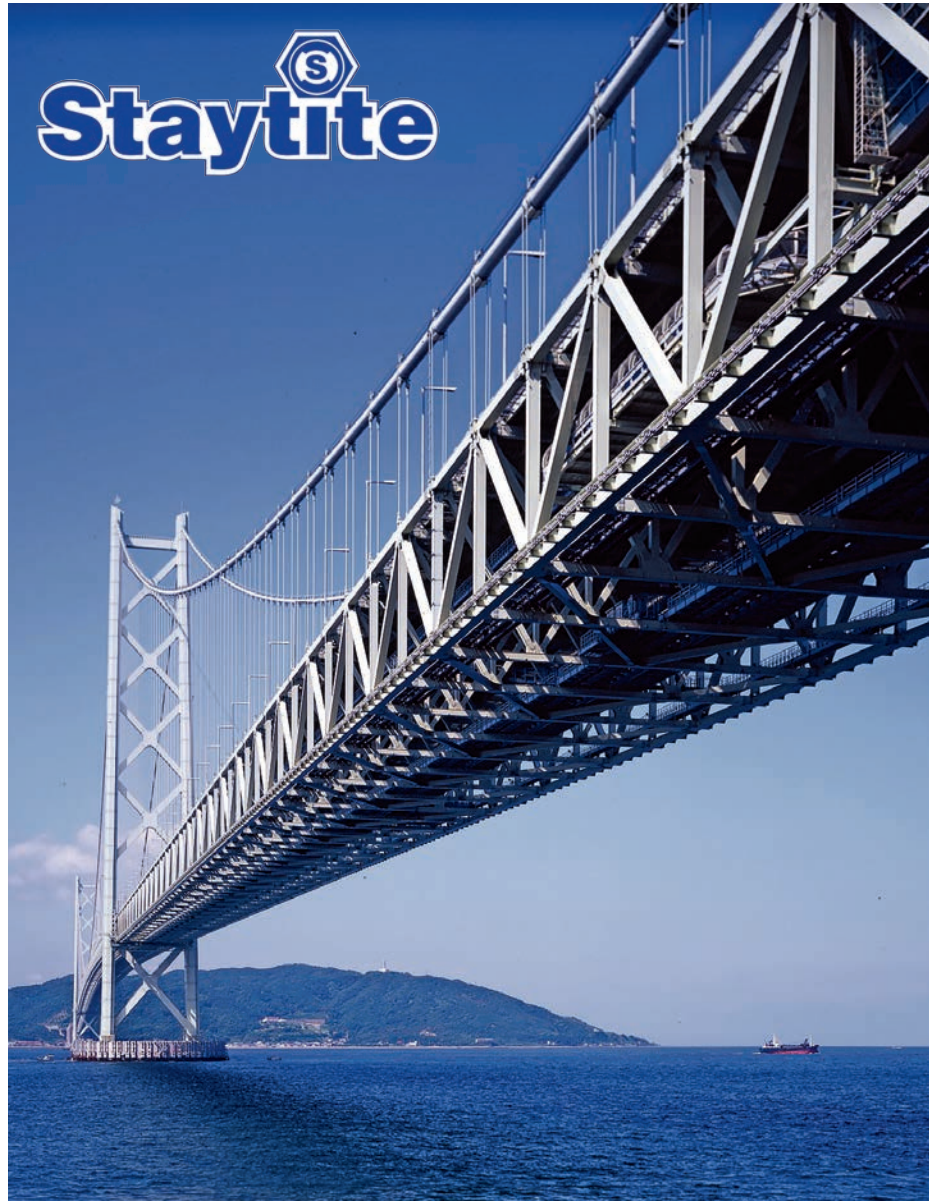
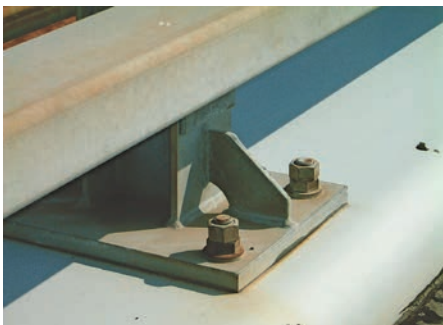
Throughout the world, Hardlock Nuts are specified where there is a risk of **fasteners loosening** as a result of vibration and shocks while in use.

Inadequate locking security means increased inspection and maintenance costs, plus potentially **expensive failure** repair action. Personal safety of engineers can be put at risk.

Some of the railway applications are shown below.

How can Hardlock deliver better solutions for you? Come and see us at B1 – right by the entrance.

Used on bridges and steelwork



Installed on overhead line equipment



Contact

Michael Moore – Technical Sales Manager

- 07825 550532
- michael@staytite.com
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- Interior Lights
- Sink – Hot & Cold Water
- Hand Cleaner
- Towel Dispensers
- First Aid Kit
- Auxiliary Batteries
- B2B Charge System
- Water Boiler
- Flushing Toilet
- Dining Table/Desk
- Drying Area
- Microwave



SMUK are the UK's leading
welfare, van conversion
and Turn-Key specialists



Premium welfare vehicles

SM UK

SM UK's Premium Welfare Vehicles are significantly improving off-site facilities for transient workers.

The primary objective of the wellbeing van is to provide a place for staff to have a break with the necessary provisions of seating, microwave, toilet, wash facilities, food, water boiler... along with those little extras such as dry snacks, water, tea and coffee that are all part of those onboard essentials.

Whether your team are trackside railway workers, motorway maintenance road crew, civil engineers, or in construction or utilities, a well-equipped and reliable mess vehicle can be the difference between getting the job done on schedule or not.

That's why SM UK is leading the market sector with its premium welfare vehicles used in industries across UK infrastructure.

Not only is it the legal duty of an employer to provide a comfortable working environment with washing, changing, break, and toilet facilities, but doing so helps to keep your workforce happier, healthier, productive for longer, and feel valued even when working in difficult situations.

Recently awarded a £2.5million deal to supply premium welfare vans to an industry giant, and with other large plc entities expected to award their business to us, there is no doubt SM UK is one of the country's leading providers of premium welfare vehicles.

Not only do SM UK's vehicles adhere to stringent safety standards, including those stipulated by the Workplace Health, Safety, and Welfare Regulations 1992, and comply with the VCA's whole Vehicle Type Approval scheme, but they can also be custom equipped with specialised welfare solutions tailored around an operator's individual needs.

SM UK's vehicles offer features including hot water, a toilet, hand basins, canteen facilities, a microwave, seating for up to seven, Wi-fi, solar power, laptop workspace, climate-control, drying areas, and drinking water supplies.

Who is SM UK?

SM UK is a leading specialist in bespoke and premium constructed welfare van conversions, offering high-spec premium mess facilities to transient teams in industries across the UK.

As a family-run business with over 20 years of experience in vehicle safety and auto engineering, SM UK has a well-deserved reputation for consistently taking its innovative ideas and applying state-of-the-art welfare vehicles to the next level, while always striving to outperform expectation.

SM UK has a team of 70 specialist employees who have an impressive total service history of over 460 years within the automotive industry.

The company continues to innovate by stepping into the EV market, using patent-pending technology, and investing in machinery and systems.

SM UK is fully accredited and has VCA Vehicle Type Approval.

SM UK's Managing Director Steve MacDonald said: "Our welfare vehicles provide a welcome sanctuary from the job that helps to ensure your workforce is well catered for and safeguarded against hazardous conditions during the working day in all weather conditions.

"We deliver both premium and cost-effective welfare solutions to our clients. Our tailored conversions blow our competitors out of the water."

What vehicles do SM UK offer?

SM UK has a range of Turn-Key vehicles with both standard and premium specification packages on offer. Alternatively, SM UK can offer welfare conversions on clients' own vehicles.

Unlike competitors, SM UK avoids long wait times by continuously renewing stock of Ford Transit L3 H2 and Maxus eDeliver (electric) vans to get your team mobilised in no time.

Need to add to your fleet quickly? SM UK has ready-to-convert vehicles in stock now.

Contact

Chris Owen – Marketing Manager

- chris.owen@smfleet.co.uk
- 0845 388 3816
- smuk.co.uk



Unimog and E-MAXI RRVs

SCT-RAIL

SCT-RAIL can provide on-track maintenance and shunting vehicles with a proven, fully electric battery driven and Euro 6 + battery driven hybrid technologies with a shunting capability from 50 tonnes to 2800 tonnes capacity.

One of the key features of road-rail locomotives is the ability to move between sites via road transport very easily and, in the case of the Unimog, driving on the highway itself, between railyards and factories at normal road speeds.

With the Unimog's ability to work both on-and-off track, travel at up to 80 kph and shunt 800 tonnes, constructing new sections of track or working in freight terminals, for example, means the reliance on traditional diesel shunting locomotives and the associated high purchase and running costs is dramatically reduced.

Meanwhile, the E-MAXI full battery electric shunters and working platforms have the most advanced drivetrain in modern shunting technology. These powerful and compact units can be moved around the works on both rail and paved areas for optimum flexibility with the advanced steering system allowing for movement in all directions.



Simple remote-control operation allows for several operators to be quickly trained for use across multiple operations and shift patterns, maximising 'up-time' and asset value.

Latest innovations include a quick-change battery swap system as well as on-board charging and spare battery charging between changes for continuous use.

Contact

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- www.sct-rail.co.uk

Excalibur Timber Sleeper Bolt

Excalibur Screwbolts

Excalibur Timber Sleeper Bolts are quick and easy to install. These time savings could help to deliver improved productivity and reliability plus added workforce benefits including reduced Hand-Arm Vibration Syndrome (HAVS) and Manual Handling and Operator Fatigue.

The Excalibur Timber Sleeper Bolt also requires much less torque to install compared to a tapered AS Screw spike, typically being four times faster with five times less effort.

As heavy petrol-powered impact wrenches are not required, this will also lead to cost savings in installation tools. Battery-powered or electric impact wrenches can be used instead with associated health and safety benefits including reduced HAVS, COSHH and Operator Fatigue.

For a video speed test, visit: <http://excaliburscrewbolts.com/speed-test/>

Excalibur Timber Sleeper Bolts can also extend sleeper life and reduce maintenance costs as unlike traditional screw spikes, which can cause rupture damage and splits, they do not impose stress on timber sleepers during installation.

The whole life cost benefits are further increased because counter-boring of the sleeper is not required while the ease of bolt insertion



also reduces the possibility of operative fixing errors.

A spokesman for Network Rail's Wales & Western Route said: "We were very pleased with Excalibur Screwbolts' overall performance and will definitely be using them again."

"Excalibur bolts insert a lot faster than AS Screw spikes with no timbers being split, which has been an issue for us in the past.

Battery powered impact wrenches can be used to install bolts which reduces our HAVS exposure."

Contact

John Stevens - Director

- john.stevens@excaliburscrewbolts.com
- www.excaliburscrewbolts.com



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Mita GRP cable support products



Mita powered by Wibe Group

Mita, our long-standing brand, which is designed and manufactured in the UK, is now powered by Wibe Group. We are proud to introduce our extensive cable support offer which includes Glass Reinforced Polymer (GRP) cable ladders, trays and elevated cable troughing with accessories.

GRP elevated cable troughing is an especially useful containment system for rail. Ground Level Troughing (GLT) is often used in signalling and telecoms schemes for the cable connections to lineside equipment such as points, train detection, signals and radio sites. However, in many places, GLT cannot be used due to the ground profile and steep embankments and cuttings. GRP is an ideal alternative for such locations, and it is also essential for large current-carrying power cables.

High quality manufacture

Mita GRP is produced by pultrusion technology. This uses a combination of unidirectional and cross-strand glass mat which is resin-impregnated and pulled through a hot die to produce a very solid, structurally sound profile with excellent mechanical rigidity unlike other moulded systems. Mita GRP does not contract or expand with heat causing the troughing route to distort. It is produced with a high quality of manufacture and modified using additives in the resin, and with protection from UV light. This year, with the launch of the new GRP GMAX 6-metre troughing range, which allows a 6m post span, Mita GRP becomes a full offer with its 3m or 6m lengths to meet the needs of every application in the most cost effective way.

Features and benefits

Mita GRP is 70% lighter than steel; it is also corrosion resistant. It does not conduct heat and has excellent durability against adverse weather conditions. The product offers excellent UV stability resulting in a cost-effective long-term solution.

The Mita GRP is provided in a wide range of trays, troughing and ladders which can support any type of cable – especially power and fibre cables which require a gentle bending radius. Unlike some competitors' systems, Mita elevated troughing is provided with GRP support posts to increase its durability. The troughing lids clip securely in place, providing cable theft protection. Further security can easily be added by installing stainless steel bands around the elevated route.



Network Rail approval and other applications

The Mita GRP elevated cable route has been fully approved by NR under Certificate of Acceptance PA05/00442 issued in 2015 for use in locations unsuited to GLT. The Zero Halogen Low Smoke (ZHLS) version has also been approved for use in sub-surface stations, connecting tunnels, and London Underground applications. NR was concerned that its sensitive signalling equipment was susceptible to contact by flakes of galvanisation from steel support systems and that its DC traction cabling system might create eddy currents within troughing ladders and supports if they were metallic. Mita GRP troughing was chosen as it is non-magnetic and has non-conductive properties.

The cable containment system is not just used in rail but has also been successfully employed in a wide range of industries including data centres, petro-chemical industries, water treatment and off-shore oil and gas.

Working with GRP

Another particularly useful feature of the Mita GRP system is its ability to be integrated with the Bentley Raceway and Cable Management Building Information Modelling (BIM) tool.

This provides a complete layout, routing and material estimating function in a single, integrated system. It can be applied from the initial concept design through to detailed design and construction. A user can create an accurate 3D model of the cable troughing route, making it easy to ensure that adequate space and clearances are available in confined locations, and for the detailed design and material requirements to be quickly and easily produced.

All in all, Mita GRP is a non-hazardous, inert product. It is lightweight and can be manually handled without difficulty, unlike concrete and steel. In contrast to steel, GRP does not have to be deburred or given edge treatment before fitting, saving time and further reducing labour costs. During installation, any cutting, drilling, bonding and jointing can be easily undertaken and will not give rise to a hazardous situation, with any dust kept to a minimum.

Contact

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■ www.mita.co.uk



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Floating pontoon work platforms

Pontoon & Dock Company

Established in 2009, The Pontoon & Dock Company has a wealth of experience and knowledge in the design and installation of equipment in the construction, commercial and leisure industries. Part of the P&D Marine Group, Pontoon & Dock has become the 'one stop solution' for construction and civil engineering works on water, working with some of the UK's leading contractors such as Story Rail, AMCO, Kier, VolkerMarine and Balfour Beatty.

In addition to our floating pontoon work platforms, we can also supply outboard motors, work and safety boats, safety boat operators, life jackets, scaffold towers or access lifts with relevant stability calculations to ensure you can complete your works. All of our pontoon hire options include British Standard three-bar tubular steel railings as standard with the provision of the incredibly stable and non-slip EZ Dock pontoons – one of the most safe pontoon solutions on the market.

All our site staff are CSCS accredited and have completed DEFRA approved water safety courses which are continually reviewed, and staff retrained as required. As part of our commitment to delivering a high-quality service, we also maintain accreditations of CHAS, ISO9001 & ISO14001.

Our team are happy to either work directly from plans designed by our clients or to work with



the relevant authority; be that the Environment Agency, the Canal & River Trust or the Port of London Authority to ensure we provide a solution that will be granted all necessary consents and permits for works to be carried out.

Contact

- 01283 208891
- sales@pontonanddock.com
- www.pontonanddock.com

MOVE-IT Rolling Stock Movers and BEAZ Shunters

Multi-Mover UK

Part of the P&D Marine Group, Multi Mover UK offers a range of rail-based moving solutions for the industrial, logistics and commercial sectors across Europe. With emission-free products leading

the forefront, Multi-Mover UK can supply units capable of towing over 1000T of train weight safely, efficiently and with minimal personnel. The range of tow tugs, shunters and movers are suited to many applications and can be built to suit customers' exact requirements. Used successfully in rail depots, workshops and industrial factory settings,

our machines provide compact but powerful moving solutions.

MOVE-IT

Our MOVE-IT Rolling Stock Movers are powered by a state-of-the-art 24V Lithium battery which makes it an emission-free compact mover. The MOVE-IT enables you to reduce your carbon footprint significantly, compared to traditional rolling stock movers. A single machine

offers any operators the ability to push rolling stock weighing up to 150T or multiples thereof without the need of locomotives or heavy devices which would traditionally require specific authorisation or permits – making the MOVE-IT a cost-effective solution.

BEAZ Shunters

Our range of BEAZ rail shunters offers an additional emission free option to material handling on tracks. Whether it be a rail depot or workshop, BEAZ shunters come with a range of optional accessories to suit your exact requirements. The range of shunters can move cargo and rolling stock between 700T and 1000T with ease and can be operated within the cabin or by remote control, allowing for quicker loading/unloading and simple changing of tracks within a matter of minutes.



Contact

- 01952 771264
- sales@multimover.co.uk
- www.multimover.co.uk



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SAFEAID

3D SCANNING & 3D PRINTING SUPPORTS THE RAIL INDUSTRY

Central Scanning are industry-leading 3D Scanning, 3D Printing, Reverse Engineering and Inspection specialists based in Bromsgrove, Worcestershire.

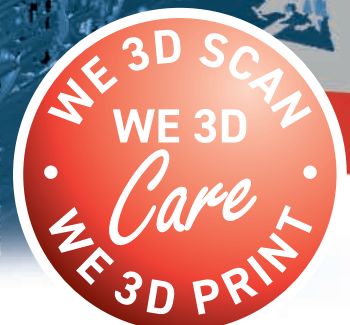
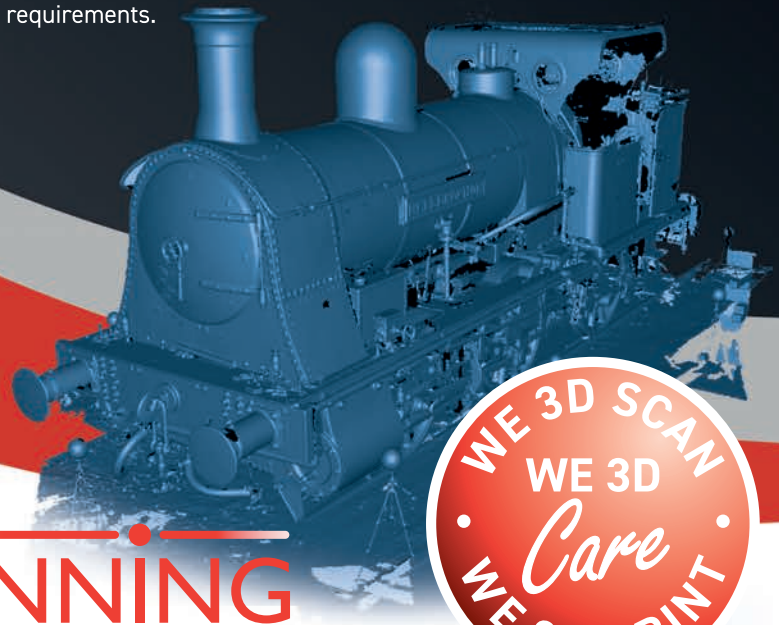
3D Scanning is a fast and efficient process used for the process of analysing a real-world object or environment to collect data on its shape and possibly its appearance (e.g. colour). The collected data can then be used to construct digital 3D models. Parts ranging from several millimetres in size through to planes, trains and automobiles can be scanned and inspected with high accuracy and relative ease. The use of 3D Scanning is now being used in an ever-growing range of industry sectors such as rail, aerospace, automotive, R&D as well as tool making and product development.

Central Scanning are the only Artec Ambassador & Gold Certified resellers in the UK and are leaders in their field, providing scanning equipment and related software. They are also part of the Zeiss/GOM "HandsOnMetrology" network and can provide sales, training and ongoing support.

In addition to their 3D scanning capabilities, they offer a comprehensive 3D printing service utilising their in-house 3D printers from Stratasys, Mark Forged, Ultimaker and Prusa. They can print in a wide variety of materials and have the full colour multi-material Stratasys J750 printer.

The expertise of their engineers combined with the 3D scanning and 3D printing equipment and related software they have, allows them to offer a comprehensive service to a wide range of clients and are used to working under NDA conditions. They work in their air-conditioned premises or can travel to most company's facilities to meet the project needs.

Whether you are looking to purchase equipment / accessories to enhance your own capabilities or to commission 3D Scanning / 3D printing as a service then Central Scanning are ready to assist whatever the requirements.



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HASTECRail

Plot No. J69

Hastec Rail have collaborated with Network Rail to introduce innovative safety improvements to On-Track-Plant with the integration of both a Collision Avoidance System (CAS) and Isolation Limit Control system, also referred to as CAS. Come and see it in action on Elmec Solutions and Network Rail OTP on the Demonstration track.

HASTECRail also have a range of overhead line surveying equipment aligned to Network Rail's digital railway vision reducing staff risk & duplicate effort.

Product range includes:

- Height & Stagger
- OLE-Con-Tec
- OLE-SHEC
- Balance Weight Monitoring System



hastecrail.com 01246 906956

COME AND SEE THE LIVE DEMO OF THE COLLISION AVOIDANCE SYSTEM

ELMECSolutions

Plot No. L60

Elmec Solutions Ltd, is an Electrical and Mechanical Rail Plant engineering company that Design, build and maintain Specialized Modifications to Road Rail Vehicles (RRVs) and Rail Mounted Maintenance Machines (RMMMs) for the Rail Industry.

Product range includes:

- On-Site & ON-Call Fitter Cover
- Small Plant & Tools Repair
- Testing & Refurbishment
- LOLER Inspections
- Machine Refurbishments
- Plant Operator Scheme (POS) License
- Rail Plant Hire
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Digital TM solutions from HRS

HRS

Digitising traffic management services for the rail sector improves road worker safety, reduces incursions and protects rail workers from confrontations with road users and the general public. It also reduces the need for manned closures while maintaining communication and information channels for road users. It can ultimately allow rail workers to get on with the job without safety concerns or interruptions from the general public.

HRS has a range of digital products which enhance traffic management installations for the rail sector. These include the **Customer Communication Terminal**. For more details scan the QR code on the left.

This product has been successfully used on various schemes including the **Thorpe Bank level crossing**.

This case study is available by scanning the QR code on the right.

Network Rail Section Manager Shaun Capel said: "The team from site reported that it was far quieter than normal. The kit was well received, and the team got on with their work unhindered. This is a vast improvement on previous years when teams had been subjected to abuse while carrying out their work."



Another member of the team added: "I thought the way the closure was set up was brilliant. The blocking points were far away from the crossing and were also manned so they could turn vehicles away. We were left to get on with our job without having to deal with any members of the public. Also, the staff explained how it would work before starting. I think it would be good to work this way at busy high-speed crossings such as Stainforth Road and Kirton Lane."



Contact

- 0800 206 13 19
- highwayresource.com

Commercial landscape and arboriculture services

Chevron Green Services

For nearly two decades, Chevron Green Services has been helping clients to maintain and manage their natural environment in a responsible and sustainable way.

Chevron Green Services is a leading provider of commercial landscape and arboriculture services across the UK. We work with clients in both the public and private sectors. Our services cover grass, tree, vegetation, weeds, drainage, fencing, landscaping and consultancy.

Our consultancy business, Chevron Green Consultancy, provides bespoke professional advisory and consultancy services to help clients create sustainable environments by developing and improving maintenance and

management schemes. Our consultancy expertise covers arboriculture, landscape management, environmental and asset management.

Our clients come from all sectors including rail, highways, utilities, local authorities and construction. Many of them have been using our services for many years, returning to us time and again.



Customer testimonials

"The last week has been a fantastic experience working alongside the crew from Chevron Green Services. It has been hugely rewarding, overcoming the challenges associated with a composite highways/residential site. A huge shout out to the operatives involved for their meticulous work whilst maintaining safety throughout."

"What you've produced really is brilliant and saved me literally weeks and weeks of work – of which wouldn't be anywhere near the standard of detail you have produced."

"I'm glad we have had the advantage of having you on the ground. It means I don't have to worry about any decisions which are being made out of our control or beyond our reach!"

Contact

- 01544 260111
- ChevronGS.com

ABT8000 Data Logging Height & Stagger Gauge

Abtus has supplied Overhead Line measurement solutions for over 15 years and have sold in excess of 1300 units worldwide. As a result of feedback over the years, the ABT8000 has been designed to meet the changing needs of our customers, helping to increase data accuracy whilst reducing time on track and time in the office.

Built around a sturdy, non-conductive GRP frame, the ABT8000 follows the well-known Abtus design of a moving vertical beam with optical viewfinder at standing eye level. Utilising laser measurement and a local wireless network, all data is transferred directly to an Android or iOS Application on the users phone or tablet. Customisation of the application enables the ABT8000 to provide data in excel format as per our customer's needs and can be e-mailed to the office directly from site, minimising data errors and excessive post processing.

The ABT8000 offers the following key benefits to the user:

- Automatic measurement of Gauge, Cant, Cable Height, Cable Stagger, REFOS, GPS Position, Temperature
- Data stored in customised OHL spreadsheets held within the Abtus DLLHS App
- Users can pre-populate their spreadsheet with structure numbers and design information prior to getting to site
- Visible warnings for out of tolerance height & stagger readings live on site
- Users can view the design/last maintained measurements next to the live measurement for comparison
- Ability to e-mail measurements directly from site in OHL spreadsheet format
- Reduction in data post processing
- Minimised user error
- Faster measurement speed
- Fully Network Rail Approved Catalogue Number 0094/007104



**FOR A DEMONSTRATION AND MORE INFORMATION
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Trimble GEDO GX50 Laser Scanning System

Korec Group

At the end of 2021 Trimble launched its new Trimble GEDO GX50 Laser Scanning System for clearance analysis and asset data collection for railway applications. The GX50 is unparalleled in being the first system in the world that offers a rail specific TMD mounted scanner. It is also the next stage in development of the Network Rail Approved GEDO Scan System.

Rail specific with a unique configuration

In particular, the GX50 system is unique in offering both a Single Head configuration with one laser scanner and a Dual Head configuration with two laser scanners. The scan heads can be flexibly adjusted depending on project requirements with the Dual Head Butterfly orientation allowing for a more detailed scan than even a static laser scanner can provide. This ensures a far higher degree of asset identification and analysis, vital for the fast and clear identification of assets such as OLE and cross-track assets that can be hard to identify or simply not scannable with other existing systems.

Faster data collection with greater accuracy

Through a combination of fast and accurate onsite data collection combined with the efficient handling and processing of that data

with Trimble's GEDO Scan Analysis software, the GX50 is a significant breakthrough in tackling the age-old problem of how best to manage track access/possessions and their attendant time constraints. The GX50 is mounted on a Track Measuring Device which means that scanning can be undertaken at walking pace with no need for time consuming or difficult set ups track side. On recent tests, two interesting statistics emerged:

- The GX50 was able to scan at a rate of 5,000 metres per hour compared to the rate for a static scanner on a tripod of 300m per hour.
- On a recent 7km trial for a KOREC customer, the GX50 completed the job in just eight hours compared to the same survey undertaken using traditional methods (height stagger gauge and laser measurement) which took 450 hours.

From reactive to proactive

The speed of an overall scan project is further assisted by some useful functionality in the GEDO Scan Analysis software. This software allows for automated specific analysis of OLE and track for fast profile finding and survey detail. Furthermore, clearance analysis with static or dynamic clearance can be checked live in the field on the controller. This enables surveyors to be proactive rather than reactive through efficient issue reporting from the job, for example in the cases of overhanging vegetation or other envelope constraints, rather than having to wait for the issue to be spotted in the office during post-processing.

Additionally, back in the office, the scan data can be revisited for different disciplines as and when required with no need to return to site for further surveys. For example, when the track survey is done, if you need an OLE height and stagger survey, no problem. Similarly, if you now need to perform platform gauging, again there is no problem. All the data is there, all of the time. This keeps boots off ballast and minimises disruption to passengers through additional track possessions

Successful trials

Launched in the second half of 2021, the Trimble GX50 has already completed successful trials on major projects such as an OLE survey of the Severn Tunnel (COLAS Rail).

In short, the Trimble GX50 is a truly unique and groundbreaking scanning solution delivering faster and more accurate scan data than any other system. It is a massive step forward in decreasing time on site whilst improving the quality of data collected, all factors that support Network Rail's CP6 drivers of safety, efficiency and reliability.

Contact

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Live Demos Stand **E35**

Pandrol Advanced Welding

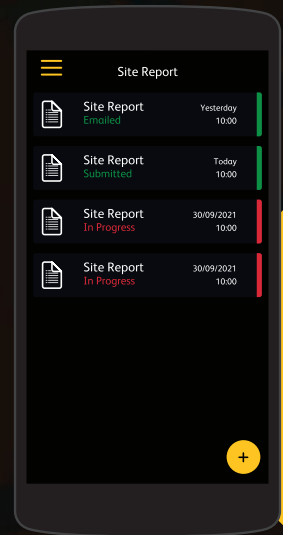
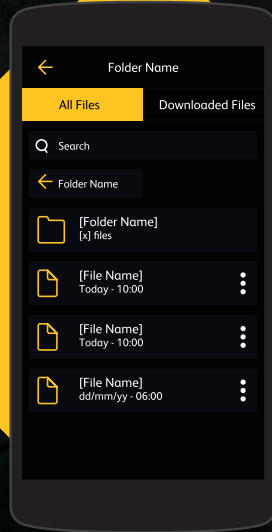
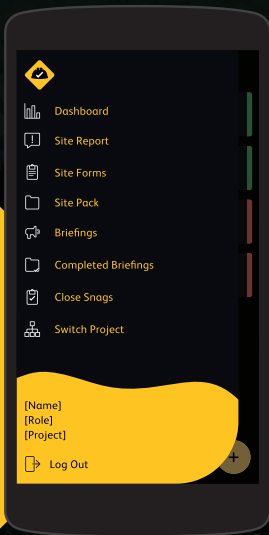
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Come and join us at Rail Live where we will be on hand to answer questions and demonstrate our industry leading products including our new advanced welding process, which features the High Flow Preheater, AutoSeal® Moulds, and Compact Shear. The combination of using a battery-powered preheater and shear, along with the world's first self-sealing mould, significantly improves weld times and welder ergonomics, whilst also reducing emissions.

Our experts will be talking all things track infrastructure and sharing industry insights. Come and talk to us about your track challenges, from design and installation through to operation, monitoring, and maintenance.

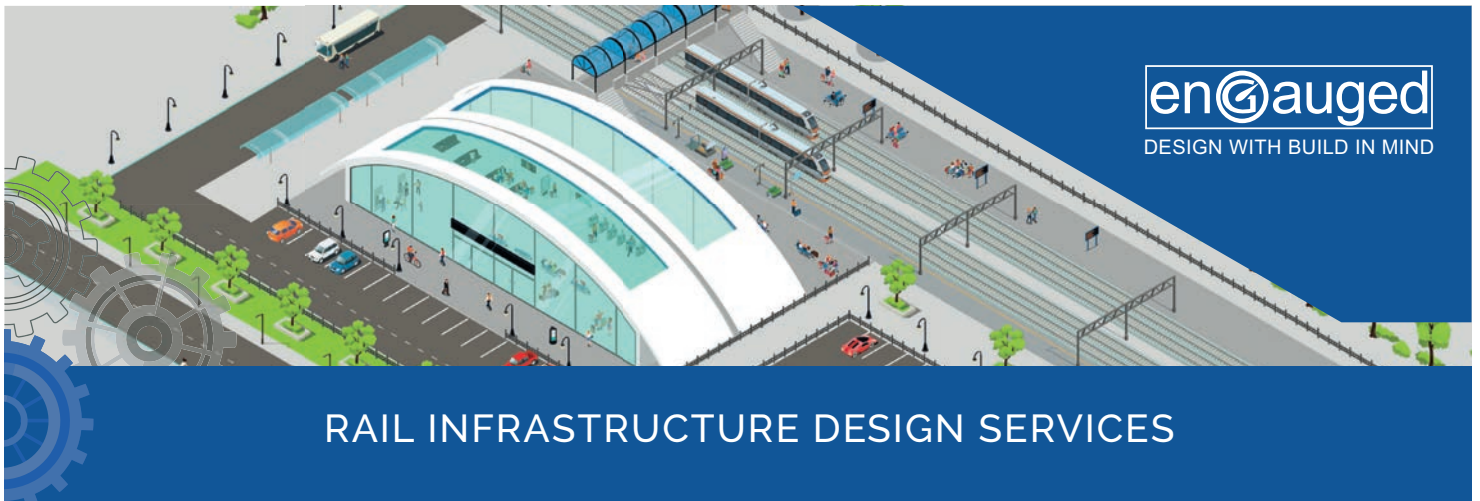
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RRCS for excavators



InTeEx

The RRCS Rail Road Control System is a safety system for excavators working on the railway, including height and slew limitation as well as virtual walls and load indication/load limitation (RCI/RCL). The system is fully approved by Network Rail for RIS-1530-PLT Iss. 6 technical requirement for on-track Plant. It also fulfils SS-EN 15746 among other standards.

RRCS's predecessor OPS has been installed in approximately 100 excavators around the world. The RRCS is a refined system with a lot of development put into both ease of use for the operator as well as a scalable and time-saving installation for the integrator.

RRCS mainly consists of well proven standard components, yet scalable to fit most needs with lots of options for extra features. The system can be installed in used as well as new excavators. The use of proportional valves gives the operator a smooth working experience and the excavator will decelerate the movement before you hit the limit. The system is controlled from the seven-inch display placed inside the cab and gives the operator a full status of the protective system with just a glance.



All in all, the RRCS provides a new level of usability and ease of installation for a safety system.

Please visit our stand at S12 for a demonstration of the system installed in a mini excavator.

Contact

- +4626 213070
- info@intex.se
- <https://intex.se/en/home/>

Transport and construction consultancy services

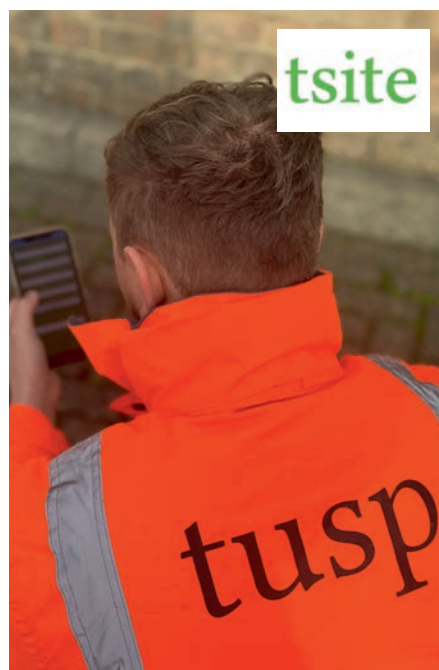
tusp

The Ultimate Solution Partnership (tusp) is an international consultancy specialising in the delivery of services in the transport, rail and construction industries. With our people at the heart of what we do, tusp is underpinned by entrepreneurial spirit and a commitment to delivering innovative, sustainable solutions and outstanding service.

Established in 2000, tusp is an organisation that specialises in the delivery of projects safely, on time and within budget. This has been achieved through the employment of highly experienced and skilled project and business professionals.

The company has grown in a sustainable manner, through mature collaborative client and supplier relationships, built on total trust and demonstrable delivery.

The tusp approach is simple, where we work with high levels of energy to develop collaborative relationships and deploy the best



people with the right skills and expertise to ensure success.

We support the full lifecycle of capex projects and have seen the benefits that great quality data can bring to delivery and ongoing improvement. We are therefore extremely proud to have developed our site management solution tsite which is a digital solution that has been designed by construction professionals to support the safe delivery of site works through intuitive collection of data, collaboration between all parties on-site, culminating in the real time presentation of data to off-site resources to enable the rapid mitigation of issues. Presented via a series of interconnected apps, tsite truly is a fingertip presentation of smart technology, supporting the here and now as well as enabling continuous improvement.

Contact

- enquiries@tusp.co.uk
- www.tsite.co.uk/www.tusp.co.uk



PETZL WORK SOLUTIONS

A VERTEX helmet and DUO RL headlamp in use while performing tunnel maintenance near La Pelonière, France.

Petzl's advanced headlamp technology and range of helmets and modular accessories offer solutions for whatever your requirements may be.



Petzl's helmet and headlamp range covers the full spectrum of professional needs and are designed to work well together as full solutions with a range of accessories.
petzl.com



Access
the
inaccessible®

The Peli work area lighting range

Peli Products

The Peli 9600 LED lighting system is a linkable system of work area lighting designed to illuminate long stretches of rail track, tunnels and walkways without the hassles of conventional heavyweight lighting towers.

Designed for versatility with a vertical/horizontal mounting option and an adjustable pole to extend up to three metres, this model



can also be mounted to fences or walls. The optimised elliptical beam pattern provides as much lateral illumination as possible. Each light bar features a user-adjustable tilt mechanism, creating a brighter overlap between lights to eliminate dark spots. Built tough, the Peli 9600 features a durable waterproof design and is built to survive rough terrain, adverse weather and inevitable drops.

The Peli area lighting range also offers powerful, LED lighting for maintenance or locations where mains power is not available. With silent operation and no trailing cables these rugged, water resistant units offer instant, portable light.

The Peli 9490 features a 10 LED head that extends above 1.8 metres to allow a wide area light. The mast can be rotated, and the head angled to position the light where required. The unit has three pre-set light levels; high, medium and low or the user can select their preferred run time, up to 24 hours, with the intelligent control mode. The 9490 also has a quick release swappable battery design. With the extra battery, which is available as an accessory, the user can double the run time.



Contact

- 01457 869999
- sales@peliproducts.co.uk

GRP anti-trespass panels, walkways and platforms

HR Kilns

HR Kilns Ltd, trading as HR Fibreglass, specialises in GRP/FRP and is a leading supplier of moulded and pultruded gratings, pultruded profiles, stair treads, step covers, anti-slip sheets, landing covers, handrails platforms and walkways, fencing, manhole covers and brackets.

HR Fibreglass also provides a bespoke GRP service from its production department to suit all customers' requirements.

We have seen an increase in orders over the last year, particularly on our embankment steps and landings from existing and new customers.

Need a new way to keep people safe around rail tracks or other hazardous areas? Then look no further than GRP anti-trespass panels. Designed for use on the railways, with full Network Rail acceptance (certificate PA05/06081) in the UK, the trespass panels act as an excellent safety measure to deter people from straying into the path of potential danger.

We have an innovation for a safe walking



route for maintenance team, this is our new hinged anti-trespass panel, with a GRP grated walkway (patent pending).

GRP flooring requires minimal maintenance while simultaneously offering maximum safety and efficiency. Its strong, durable and can manage just about anything that is thrown at it. Just some of the most common uses for GRP flooring included industrial flooring.

HR Fibreglass offer GRP gratings for this use



as they are incredibly lightweight and easy to fit with no welding necessary, as well as being heat, chemical and corrosion resistant.

Contact

- 01695 557711
- sales@hrkilns.com
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CONCRETE CANVAS®

Concrete on a Roll



Visit us at Rail Live 2022 - stand E13



WORKING WITH NETWORK RAIL FOR OVER 12 YEARS

RAPID

EASY TO INSTALL

LOWER PROJECT COST

ENVIRONMENTALLY FRIENDLY

Concrete Canvas (CC) is a flexible concrete filled geotextile that hardens on hydration to form a thin, durable, water proof, lower carbon concrete layer. The material is used as a cost-effective and environmentally friendly alternative to conventional concreting solutions, such as sprayed, poured and pre-cast concrete for channel lining and slope protection. Essentially, it's *Concrete on a Roll™* and is rapidly becoming material of choice for engineers and contractors around the world.

With installation times of over 400m² per hour, CC offers significant cost savings over using conventional methods. As an effective weed suppressant, CC reduces future maintenance costs associated with unlined channels.

CC enables consultants and contractors to fulfill Network Rail CP6 contract requirements with respect to: reducing CO₂ footprint; making use of locally sourced products; Network Rail working with SME's; providing value for money; reducing H&S requirement; minimising line possession; remediation of existing assets.

Used by leading contractors on projects for Network Rail, Transport for London, Highways England, the Environment Agency and local authorities, simply unroll the CC and...



JUST ADD WATER

Concrete Canvas offer lunchtime CPD accredited presentations to consultants and certified training sessions for Contractors. Please contact info@concretecanvas.com or visit www.concretecanvas.com for further information.

Concrete Canvas GCCMs

Concrete Canvas

Concrete Canvas GCCMs (Geosynthetic Cementitious Composite Mats) are flexible, concrete-filled geosynthetics, that harden on hydration to form thin, durable and waterproof concrete layers. Essentially, it's Concrete on a Roll. CC allows concrete construction without the need for plant or mixing equipment: just add water.

Manufactured entirely in Wales, CC is rapidly becoming the material of choice for engineers and contractors around the world. Utilised by leading contractors on projects for Network Rail, Transport for London, Transport for Wales, Highways England, the Environment Agency and local authorities, the material is used as a cost-effective, environmentally sensitive and lower carbon alternative to conventional concreting solutions, such as sprayed, poured and pre-cast concrete for channel lining and slope protection.

The speed and ease of installing CC means it is well suited to time-critical trackside work, reducing line possessions and improving safety. CC can be cut or shaped using basic hand tools and requires a minimal amount of personnel and training to install. It has proven to be easier, faster, and more cost effective to install than conventional methods.

Eliminating issues associated with rebound from shotcrete, and the large plant and equipment required for traditional concreting methods means rail works can continue without line closures. Concrete Canvas Ltd is ISO9001 certified; we pride ourselves on the responsible sourcing and production of our products. CC is BBA certified with durability in excess of 120 years when used in erosion control applications.

CC has been widely used by Network Rail across the UK for over 12 years and is one of few products to have been included in Network Rail's Standardised Task Portal. CC is an industry-accepted alternative to conventional



concrete. The geosynthetic has been specified by Route Directors, Senior Asset Engineers (Drainage) and minor works teams across the five Network Rail regions and 13 routes.

CC has been extensively used in CP4, CP5 and CP6. Most route network framework contractors have installed CC including QTS, BAM Nuttall, Costain, AmcoGiffen, Alun Griffiths and Story Contracting.

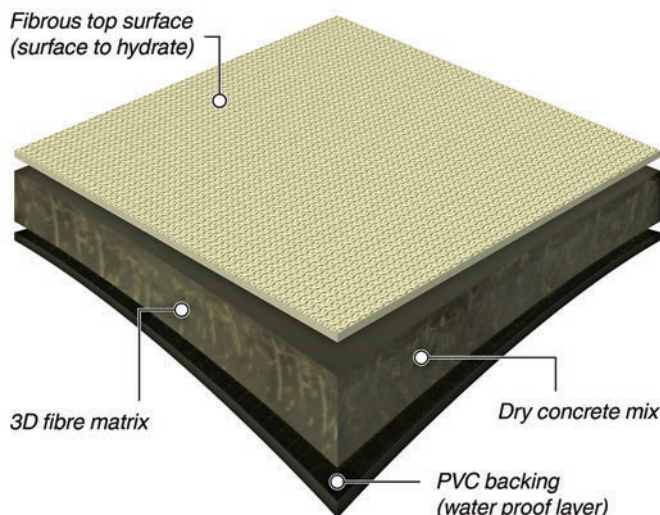
Concrete Canvas enables consultants and contractors to fulfil Network Rail CP6 contract requirements concerning reducing CO₂ footprint, making use of locally sourced products, working with SMEs, providing value for money, reducing H&S requirements, minimising line possession and the remediation of existing assets. Eliminating issues associated with traditional concreting methods and the large plant and equipment required for them, and being available in hand-portable rolls, installation of CC can take place in hard-to-reach areas with reduced access,

offering a lower carbon, environmentally sensitive solution.

Concrete Canvas is a low mass, carbon efficient technology that offers significant embodied carbon reduction compared to traditional concrete methods. CC enables up to 150mm of poured concrete to be replaced with just 8mm for many surfacing applications, using up to 95% less material for a typical construction project. In addition, CC reduces the transportation requirement of construction work. A bulk roll of CCT2 can be transported on a single pallet and will surface 125m²; this will cover the equivalent area as two 6m³ ready-mix trucks using poured concrete. In other words, a single truck load of CC bulk rolls replaces a further 33 vehicle movements, greatly reducing contractor burden.

Concrete Canvas is the original GCCM and the first product to declare conformance to ASTM D8364-Standard Specification for GCCMs; an important resource for clients, consultants and contractors wishing to ensure the GCCM used on their project is fit for purpose and protected from failure. CC has been specified on numerous projects for Network Rail, Transport for London, Translink NI Railways and others. Typical applications for rail in the UK include channel lining, culvert repair and weed suppression.

With installation times of over 400m² per hour, CC offers significant cost savings over using conventional concrete solutions. As an effective weed suppressant, CC reduces future maintenance costs associated with unlined channels.



Contact

- 0345 680 1908
- info@concretecanvas.com
- www.concretecanvas.com

Portable earthing and electrical safety equipment

PBwel

With a heritage spanning over 90 years, P&B Weir Electrical Ltd (PBwel) is recognised globally as a designer, manufacturer and supplier of temporary portable earthing, voltage detectors, and electrical safety equipment for the rail industry. With a long-established heritage of engineering excellence, PBwel operates on three fundamental principles Quality, Integrity and Innovation:

- Quality drives all that we do in terms of design, manufacture and customer service.
- Integrity ensures that we will always aim to solve our customers' problems and will not provide any equipment or solutions that will be unfit for purpose or unnecessary for the application.
- Innovation is our constant motivator to provide solutions to our customer's needs, from using modern manufacturing methods to demonstrating our product range using VR and 3D printing.

Our products are manufactured and assembled at our state-of-the-art manufacturing facility in Corsham by our highly experienced workforce (which is something we are proud of).

PBwel is a major manufacturer and supplier of portable earthing and electrical safety equipment for the rail industry. Our products

have an excellent track record and have been fully tested and used by major rail operators within the UK and across the global rail industry. PBwel has been at the forefront of product innovation for the rail industry for many years having introduced and developed a range of ground-breaking new products and solutions for the rail industry, thanks to our experienced engineering team. Some of these you can see at Rail Live 2022.

PBwel's range of portable earthing products has a strong reputation for quality and performance. The rail track and OHL network equipment has been designed specifically with and for the UK rail industry, and many of our products have PADS approval. Our rail earthing equipment products are trusted by the UK's major rail operators with whom we've developed a special relationship, and we're able to collaborate to develop new rail solutions that benefit the rail industry. As well as providing a standalone range of products, PBwel also has the facility to provide bespoke products to suit all types of applications. Please check our website for more information or contact us for any product requirements.

Among the many products on display at our stand (L3) includes the S9B interlocked Line End Clamp with its revolutionary locking mechanism, which provides line operators with extra protection and safety while operating on the line.

Also, Reflect DEP Portable Earth is a new DEP specifically designed for use in the rail industry. The new Reflect DEP provides visibility of DEP in low or zero visibility thanks to our patented reflective leads. Its reflective properties enable track operators to easily identify the presence of portable earth on overhead line equipment when visibility is poor or non-existent.

Meanwhile, our newly designed and improved CEA/S2 Socket which was designed with safety in mind with its special L-shaped grooving helps the clamp to be securely fitted on the line and prevents accidental snap outs from the line when being fitted on or taken off the line.

Another revolutionary product that we are excited to show off at Rail Live 2022 is the STAR Pole - a lightweight and robust telescopic operating pole made up of four elements. The pole's length can be adjusted between 2m and 6.6m, and an additional 1m or 2m extension can be attached to the bottom section if required. Its lightweight design enables one-man operation and allows total control even when being extended and lowered. Its quick action screw section interfaces help to ease operation and save time for line operators while working on the line.

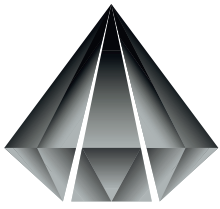
ALADIN Personal Voltage Alarm is a new and developing product on display at our stand that is specifically designed to provide an additional level of safety for workers when operating near energised equipment (during maintenance, rescue operations, painting, pruning...) in an electrical environment. ALADIN also protects the wearer from inadvertently walking to the wrong (energised) location or making a sudden movement into an energised area or to notify the wearer if the safe working zone is re-energised due to equipment failure or human error. The ALADIN is designed to be mounted on a helmet and gives 360 degree detection. It has an integrated headlight that offers a broad and focused beam.

Please visit our stand to find out more and to receive a product demonstration.



Contact

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Stand

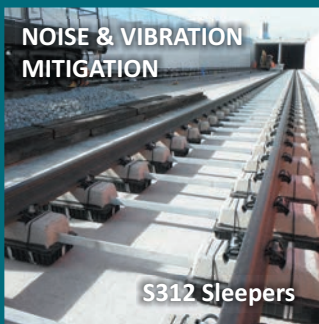
J63

Innovative Precast Concrete Solutions



High Attenuation
Sleeper (HAS)

proven • sustainable • safe



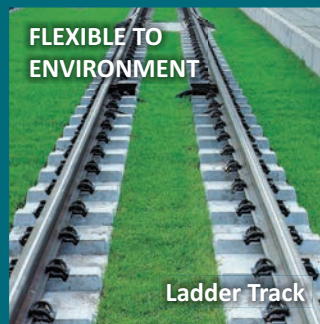
NOISE & VIBRATION
MITIGATION

S312 Sleepers



INTEGRATED SYSTEM

TW120 Sleepers



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ENVIRONMENT

Ladder Track



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MODULAR QUICK FIT

Embankment
Access Stairs



S312 and TW120 sleeper systems

Stanton Precast

S Stanton Precast is the UK company of Sateba, specialising in precast concrete solutions for the rail industry. It is a leader in concrete solutions for sustainable rail infrastructure, developed in a safe and responsible way.

The key benefits of working with us include:

- A range of innovative products proven in the UK and Europe.
- Over 40 years high-speed rail experience within 85 years+ of UK infrastructure expertise.
- Offsite manufacturing at a 27.5 hectare (68 acres) central UK location with easy distribution links.
- Collaboration with Sateba rail engineer experts in anything precast combining high performance with sustainability.
- Broad portfolio of precast concrete under track, over track and embankment solutions.

Stanton Precast's rail portfolio includes noise and vibration attenuation sleepers, embankment erosion management, foundations, signal bases, drainage channels, noise barriers, retaining walls, embankment access stairs, tunnel segments and cable troughs.

Vibration mitigation solutions

S312 Sleepers and Bearers can be adapted to any type of sleeper: twinblock, monoblock or bearers, and any type of fastening. They are suitable for high speed, mainline and urban lines.

When the Eurostar arrives in London, it does so in style and with serenity. This is partly thanks to the S312 twinblock booted slab track sleeper, designed to respond to the noise and vibration mitigation requirements of London tunnels. The reinforced twinblock sleeper provides various levels of vibration mitigation performance (5db – 15db). This product is approved by Network Rail with Certificate of Acceptance PA05/06822 and has also been widely installed throughout Crossrail.

The monoblock option is our HAS (High Attenuation Sleeper) which is the result of a joint development between Sateba and Alstom. Part of the S312 family, it is booted to improve noise and vibration attenuation. The mass of the sleeper combined with the resilient layer provides extremely high levels of acoustic performance (insertion gain is >20db) comparable to the performance of traditional floating slab track but can be installed up to 10 times faster. HAS were used on the Crossrail project which benefited from rapid installation of up to 250 metres per day using the same installation methodology as standard booted

sleepers. This enables safer installation and maintenance activities, as well as savings in cost and programme over traditional floating slab track installation. In favorable circumstances it is estimated that the HAS track can be up to 30% less costly to construct.

Integrated systems

The TW120 sleeper system generates significant cost and time savings on both the track construction and programme. It is used for embedded rail slab track construction in combination with Trelleborg pre-encapsulated rail, which is directly fixed by a Pandrol Nabra fastening system. This solution allows for rapid installation and accurate alignment of the track by using levelling inserts precast into the sleeper blocks. It also removes the need for structural support of the rail from the surrounding concrete slab. As a result, the TW120 system only requires concreting up to the underside of the rail foot and can then be finished with a variety of materials. For example, grass, asphalt, and block paving. Around 15,000 TW120 Sateba Sleepers have been supplied to the Midland Metro line.

Carbon reduction

As part of Sateba's ongoing commitment to leading the industry in reducing carbon and increasing the sustainability of products and processes, intensive research and development trials are currently taking place. The target is to create lighter products using less materials leading to more units per haulage load which in turn will reduce costs and all together reduce carbon. Watch out for further updates.

Precast concrete credentials

Accreditations include RISQS, Silver Membership of the Supply Chain Sustainability School, Gold Membership with Constructionline, ISO 9001, ISO 14001 and ISO 45001.

Projects supplied include:

- Grand Paris Express (current supplier)
- Crossrail
- High Speed 1 (CTRL)
- TGV in France
- ICE in Germany
- Light Rail schemes in Nottingham, Manchester and the Midland Metro.

Contact

Mark Ashman – Business Development

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- mark.ashman@sateba.com
- www.stantonprecast.co.uk



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GRP Access Solutions for Platform, Depot & Trackside

for the RAIL INDUSTRY

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PACE Networks electrification solutions



PACE Networks

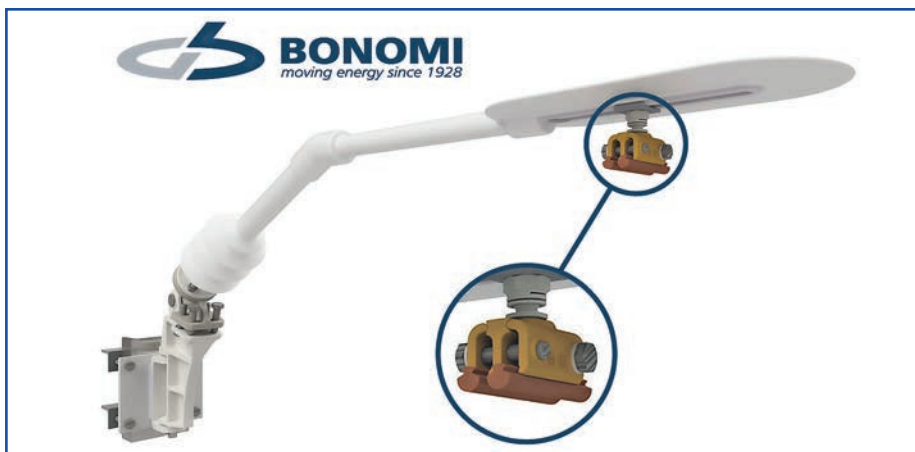
PACE Networks brings innovative products and sub-systems to the UK rail electrification industry, as well as providing high quality components for maintenance and renewals. Our long-term partners, Bonomi Group and Morris Line Engineering, are key players in cantilevers, catenary fittings and isolation & earthing equipment.

Bonomi's factories in northern Italy were key to the adoption of composite insulators in the UK. More recently the company has been central to the engineering and manufacture of the Omnia cantilever, that offers performance, simplicity and low cost of ownership. Faster installation, system longevity and factory traceability are all core to Bonomi's philosophy - and integral to their designs.

The electrification of bridges and tunnels is a hot topic in the UK rail industry, where the costs of civil interventions are often eye-wateringly high, preventing or delaying decarbonisation. Bonomi offer a range of sub-systems that align to different tunnel scenarios and design approaches. From ultra-tight clearances to highly polluted environments, Bonomi's knowledge of both product and system design, enables it to solve tunnel and bridge challenges with minimum civils work. Indeed, Bonomi insulators have been used with conductor rail systems in the UK, as well as on the Cardiff intersection bridge, voltage-controlled clearance project, where savings of £40 million on construction costs were achieved.

Bonomi's design department is available to support projects with tunnel arrangements, cantilevers and other OLE designs, where tunnel profiles and mounting options need

Tunnel Systems and Design Support



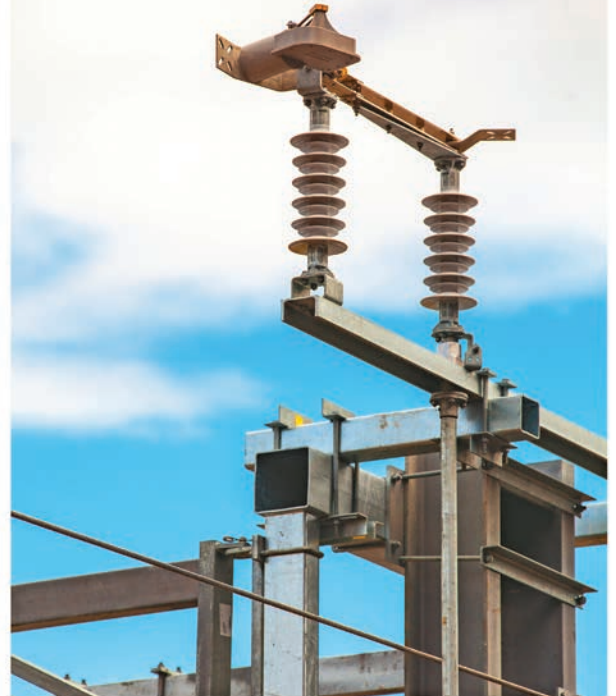
to be considered. It is already engaged with several UK projects and keen to hear from more.

Other areas where Bonomi offer innovation and solutions include section insulators, tensioning systems, droppers and clamps.

Meanwhile, Morris Line Engineering has supplied a range of isolation and earthing equipment to UK railways for over 40 years. Since introducing its 1250Amp Disconnecter/Switch in 2009, the company has made a series of updates and innovations that reflect the challenges of the Electricity at Work Regulations, as well as the faster, safer isolations workstream. The latest version of this technology was approved by Network Rail in January and supports the remote securing system in development by the operator. The new motor mechanism goes even further, firstly to ensure that there is clear control of when an isolator can be operated, by both the control office and at site, and secondly to give clear indication of the status of the switch to both track/OLE workers and the ROCs.

Morris Line also recently launched two initiatives to improve installation quality and keep maintenance to an absolute minimum - given that contacts should be greased only every seven years. The first is a setup

Isolation and Earthing Solutions



and commissioning service that efficiently ensures that both the mechanism and switch have been tuned for optimal operation. The second is to effectively ban the use of tension rods (AKA push-pull rods) for installations on portals and TTCs. This has been done in coordination with Network Rail. The tension rod design did not originate from Morris Line and has caused a number of problems around the country. Morris Line has been using pear drive (AKA outpost bearing) operating gear for many years in the UK DNOs and introduced this to the UK railways in 2015. This robust and simple drive arrangement has a life expectancy in excess of the switch itself (design life 40 years).

PACE stock and supply our main partners' rail products from our UK warehouse on short lead times. Contact our technical salespeople for information.

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Are you compliant?

Nutshell Apps

Network Rail's New Standard:

From this October, everybody working within Network Rail or on NR infrastructure, assets and systems must comply with the new fatigue risk management standard (NR/L2/0HS/003).

The key changes that suppliers will need to comply with include:

- Compliance is now required for all staff, not just safety critical staff
- Rather than set arbitrary limits, there will be triggers indicating that a fatigue assessment is required
- Travel time to and from site will also need to be included in assessments
- Assessments and evidence of exceedance records needs to be maintained
- Limits are imposed at three trigger levels: General (more than 14 hours door-to-door/ FRI score above 1.6 etc), Level 1 (working week exceeds 60 hours) and Level 2 (working week exceeds 72 hours)

Nutshell's Fatigue Management App:

Developed in partnership with NR Scotland, our powerful, easy-to-use system keeps you fully compliant with the new standard and

ensures functional heads have access to a clear audit trail.

The Fatigue Management App assesses any roster change against the rules of standard NR/L2/0HS/003 and automatically flags any potential risks. A fatigue assessment can then be carried out within the app and delivered to the correct line manager or responsible person.

Key features of the App include:

- **Simple and easy to use**
Our UX experts have worked hard to create a straightforward, user-friendly system that encourages a high adoption rate and provides a short learning curve
- **Offline mode**
The app does not rely on a stable internet connection. To minimise disruption, activity is cached and then automatically delivered when connection is restored
- **Power BI integration**
Visualise data in real time with Nutshell's Power BI integration and create elegant dashboards to improve visibility of vital fatigue data
- **Digital signature capture**
Automated workflows ensure assessments and forms are quickly sent to the correct responsible person to sign directly from their mobile device



■ Roster integration

Import shift rosters in real time from your database (or any software with an open API) to keep fatigue managed effectively

For more info or to book a free demo, visit: nutshellapps.com/fatigue-management-app

About Nutshell Apps

Nutshell is a proven software development platform, used by some of the UK's biggest (and smallest) names in rail, construction, engineering and other heavy industries. With a super-easy no-code drag n'drop app builder, our customers create sophisticated, fully integrated business apps faster and more cost efficiently than ever before.

With Nutshell, you can build your own apps that will not only save lives and reduce costs, but will also provide invaluable business intelligence. From timesheets and incident reporting, through to briefings and resource management, digitising paper-based processes is the key to future success.

Testimonials

"We needed a digital solution quickly and Nutshell did not disappoint. The ease and speed of build and implementation was outstanding."

Gerald O'Donnell, Project Manager, Network Rail Works Delivery

"I would like to stress that Nutshell has really improved our business, with 95% of our employees using our apps."

Stas Adamovic, Business Systems Support Analyst, Systra

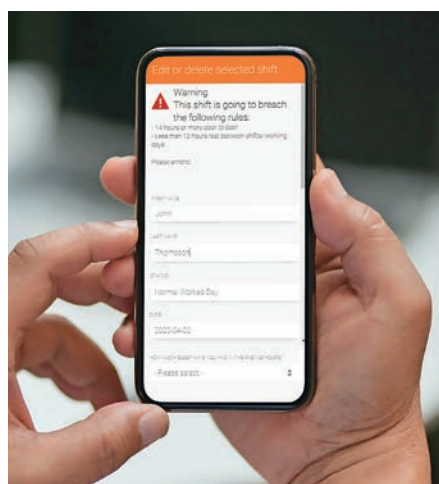
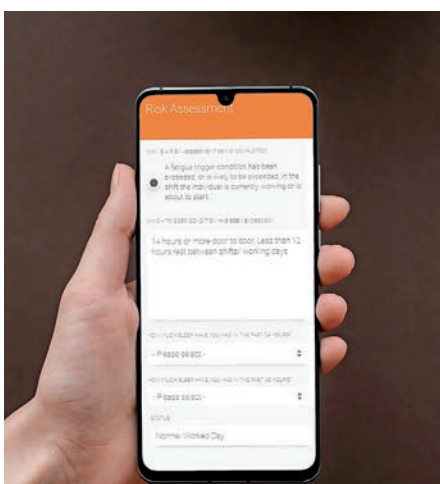
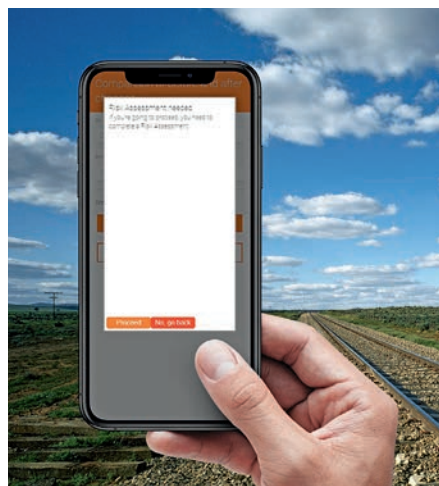
"Users are now forced to fill in all forms, which they didn't always complete when they were in paper, and it is now legible so we can read everything... it minimises human error."

Sharon Parker, Lead Site Support Controller, Siemens Rail

Contact

Louis Jellet – Business Development Representative

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- Louis.jellet@nutshellapps.co.uk
- www.nutshellapps.com



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See us at stand B21



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Experts in delivering on and off-track ground engineering solutions to the rail sector



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Track Bed Stabilisation is a system unique to Van Elle and is used to stabilise the track bed without the need for removing the track or ballast



Van Elle has the in-house ability to design and manufacture off-site, for both steel and precast concrete in our in-house factories and workshops



Off-site manufacturing and other modern methods of construction (MMC) has the potential to transform the delivery of construction activity



ScrewFast Foundations, the UK's leading helical piling and steel modular company, is now part of the Van Elle Group, offering additional design and construction solutions for the rail network.



STRATA Geotechnics, part of the Van Elle group, has the expertise and specialist equipment to perform on and off-track ground investigation (GI) projects for the rail network.



keeping the UK



Vp plc provides the rental and sale of specialist products and services to the rail industry. Our strategy is built on the delivery of high quality, innovative equipment with a minimal impact on the environment. Comprising of seven specialist operating divisions - our award winning teams are ready to help you hire what you need, when you need it.



Groundforce offer total solutions to the construction industry, providing fast, manageable and safe shoring solutions for railway excavations. Groundforce also supply excavator attachments, air pressure testing, temporary bridges and EUSR accredited excavation training, all working together to help keep the rail industry on-track.



UK Forks are the materials handling specialists. Our extensive fleet of machines available to hire includes Electric Compact Telehandlers, Telehandlers and Rotational Telehandlers. With depots across the UK and first-class support services, we help keep your sites and projects on track.



Torrent Trackside is a business built for the future of rail. We are committed to investing in the latest battery-powered tools and solar-powered lights which provide outstanding levels of power and efficiency. Their increased safety and green credentials reflects our safety and sustainability culture which is at the core of our business.

on track

Vp **TPA**
plc Portable Roadways



TPA is a leading supplier of temporary access solutions across the UK and Europe, providing reliable rental and first class installations delivered by their team of industry experts. The fleet includes a comprehensive range of specialist products ensuring you can get from A to B whether that be over land, rail or water.

Vp **ESS**
plc Safety, Survey, Test & Measurement



ESS is the UK's leading nationwide business partner for safety, survey, communications and test & measurement. Servicing clients large and small from our fully integrated locations throughout the UK, we have the largest and latest hire fleet, providing the most up-to-date technology and product connectivity.

Vp **MEP Hire**
plc Mechanical, Electrical & Low Level Access Specialists



MEP Hire are the UK's market leading provider of specialist rental equipment to the Mechanical, Electrical and Commercial Fit Out sectors.

Vp **Brandon Hire Station**
plc The UK's Tool and Equipment Hire Specialist



Brandon Hire Station is the leading provider of tools and specialist rental products to the rail industry and rail-supporting business sectors throughout the UK. We offer a wide range of high quality non-rail specific equipment from our network of branches.

Want to find out more? Speak to the rail experts
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